Maryland Historical Trust

Maryland Inventory of Historic Properties Number: B-4528

Name: GUILFORD AVE. OVER I-83 (BC 1402)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended ___X___	Eligibility Not Recommended _____
Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None	
Comments: BALTIMORE CITY DID ADDITIONAL REHAB. WORK 2000 - 2001. SEE PRE-C FILES.	
Reviewer, OPS: Anne E. Bruder	Date: 3 April 2001
Reviewer, NR Program: Peter E. Kurtze	Date: 3 April 2001

Maryland Inventory of Historic Properties **MHT No.** B-4528
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. *Guilford Avenue Bridge (BC1402)*
Location:
Street/Road Name and Number: *Guilford Avenue over I-83 and Amtrak*
City/Town: *Baltimore* ___vicinity
County: *Baltimore*
Ownership: __State __County _x_Municipal __Other

This bridge projects over: _x_Road _x_Railway __Water __Land

Is the bridge located within a designated district: __yes _x_no
__NR listed district __NR determined eligible district
__locally designated __other
Name of District _____

Bridge Type:

__Timber Bridge
_Beam Bridge _Truss-Covered _Trestle _Timber-and-Concrete

__Stone Arch

__Metal Truss Bridge

__Movable Bridge
_Swing _Bascule Single Leaf _Bascule Multiple Leaf
_Vertical Lift _Retractile _Pontoon

__Metal Girder
_Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

__Metal Suspension

_x_Metal Arch

__Metal Cantilever

__Concrete
_Concrete Arch _Concrete Slab _Concrete Beam _Rigid Frame
_Other Type Name _____

B-4528

Description:

Describe Setting:

The Guilford Avenue Bridge carries Guilford Avenue over I-83 and the Amtrak rail lines in an east-west direction. It is located in an urban commercial and industrial district.

Describe Superstructure and Substructure:

The Guilford Avenue Bridge is a single steel-arch through truss structure. The arches are solid-ribbed. The deck is supported by steel suspenders. The bridge is 408 feet in length with a clear roadway of 40 feet. There are two sidewalks, each is 9 feet, 7 inches wide. The vertical clearance over the roadway is 16 feet; that under the bridge is 22 feet, 6 inches. The deck rests on what may be the original stone piers.

Discuss major alterations:

Photographs of the Guilford Avenue Bridge as it was constructed in 1936 show a double steel-arch structure. The bridge had major renovations in 1962, when it was altered from a double-arch to a single-arch bridge, and again in 1988-90. The 1988-90 renovations included reconstructing the backwall and bridge seats on all abutments, reconstructing pier caps, rehabilitating the steel deck support framing in the steel arch span, new laterals for deck support system on the steel arch span, redecking the entire bridge, rehabilitating or replacing bearings, rehabilitating steel arches at the bearings, and cleaning and painting of all structural steel.

History:

When Built: *1936*/1960
Why Built: *To replace an existing deteriorated bridge.*
Who Built: *The American Bridge Company*
Who Designed: *The bridge division of the City of Baltimore Department of Public Works*
Why Altered: *To repair deteriorated bridge members.*
Was this bridge built as part of an organized bridge building campaign:

This bridge does not appear to have been built as part of an organized bridge building campaign. Before the double-arch metal bridge was constructed along Guilford Avenue, there was a cast iron truss bridge that was built in about 1879. After a routine inspection in 1934, this metal arch bridge was declared so unsafe that a lateral blow would cause the entire structure to collapse. Streetcars were immediately rerouted and trucks were prohibited from crossing the bridge. The new metal double arch bridge was erected on the existing stone abutments, which were enlarged and pointed to give the new structure greater width.

B-4528

Surveyor Analysis:

This bridge may have NR significance for association with:

x A Events _B Person

x C Engineering/Architectural Character

Was the bridge constructed in response to significant events in Maryland or local history?

The Guilford Avenue Bridge was constructed to replace a prior, deteriorated bridge that was declared unsafe. It was designed to conform to a group of nineteenth century metal arch truss bridges that had been constructed over Jones' Falls under the auspices of the Jones' Falls Improvement Commission.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

While it precise influence on the growth and development of Baltimore at the time of its construction is not known with certainty, it is presumed that a wider and safer crossing at this point, with a capability to handle increased traffic loads, volumes, and speeds, would have had a positive impact on the economy of the city by facilitating the transport of goods and services.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

The Guilford Avenue Bridge is located near an area that contains late nineteenth-early twentieth century manufacturing buildings. These buildings appear to be potentially eligible for historic designation. If such a district were so designated, the graceful arched bridge would add to the visual character of the possible district.

Is the bridge a significant example of its type?

The Guilford Avenue Bridge is significant under Criterion A for its role in the development of transportation in Maryland during the Modern Period, when vehicular traffic was increasing in volume, loads, and speed to transport goods to market.

The Guilford Avenue Bridge is significant under Criterion C as one of only two metal arch bridges in the City of Baltimore. It is one of very few metal arch bridges remaining in Maryland.

Does the bridge retain integrity of the important elements described in the Context Addendum?

The Guilford Avenue Bridge retains its integrity of location, setting, feeling, and association. However, it has been altered from a double-arch to a single-arch bridge; therefore, it no longer retains its integrity of design. Much of the original 1936 bridge was replaced in the two renovations of 1962 and 1990; however, because the replacement members are of the same material as the original bridge and the original pier appears to remain, it may be said that it retains its integrity of materials.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

The Guilford Avenue Bridge appears to be a significant example of the work of the American Bridge Company and the City of Baltimore Department of Public Works. The American Bridge Company, founded in 1900, was created as a result of J. P. Morgan's consolidation of 28 formerly independent bridge companies. The Guilford Avenue Bridge remains a graceful design, despite having been altered from a double-arch to a single-arch. It was designed as a complement to a group of nineteenth century metal arch bridges over Jones' Falls. It was a design that had not often been used since 1900.

Should this bridge be given further study before significance analysis is made and why?

Further study of this bridge may provide an answer to the question of its effect on the growth and development of that section of Baltimore at the time of its construction.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy USGS map illustrating the location of the bridge.

Surveyor:

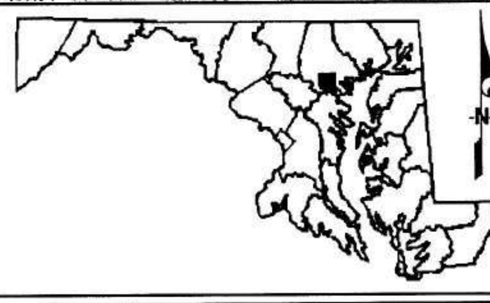
Name:	Alice Crampton/Julie Abell	**Date:**	12/10/94
Organization:	Parsons Engineering Science, Inc.	**Telephone:**	(703) 591-7575
Address:	10521 Rosehaven Street Fairfax, Virginia 22030-2899		

Baltimore City - Bridge Number BC1402

Guilford Avenue over I-83 and AMTRAK

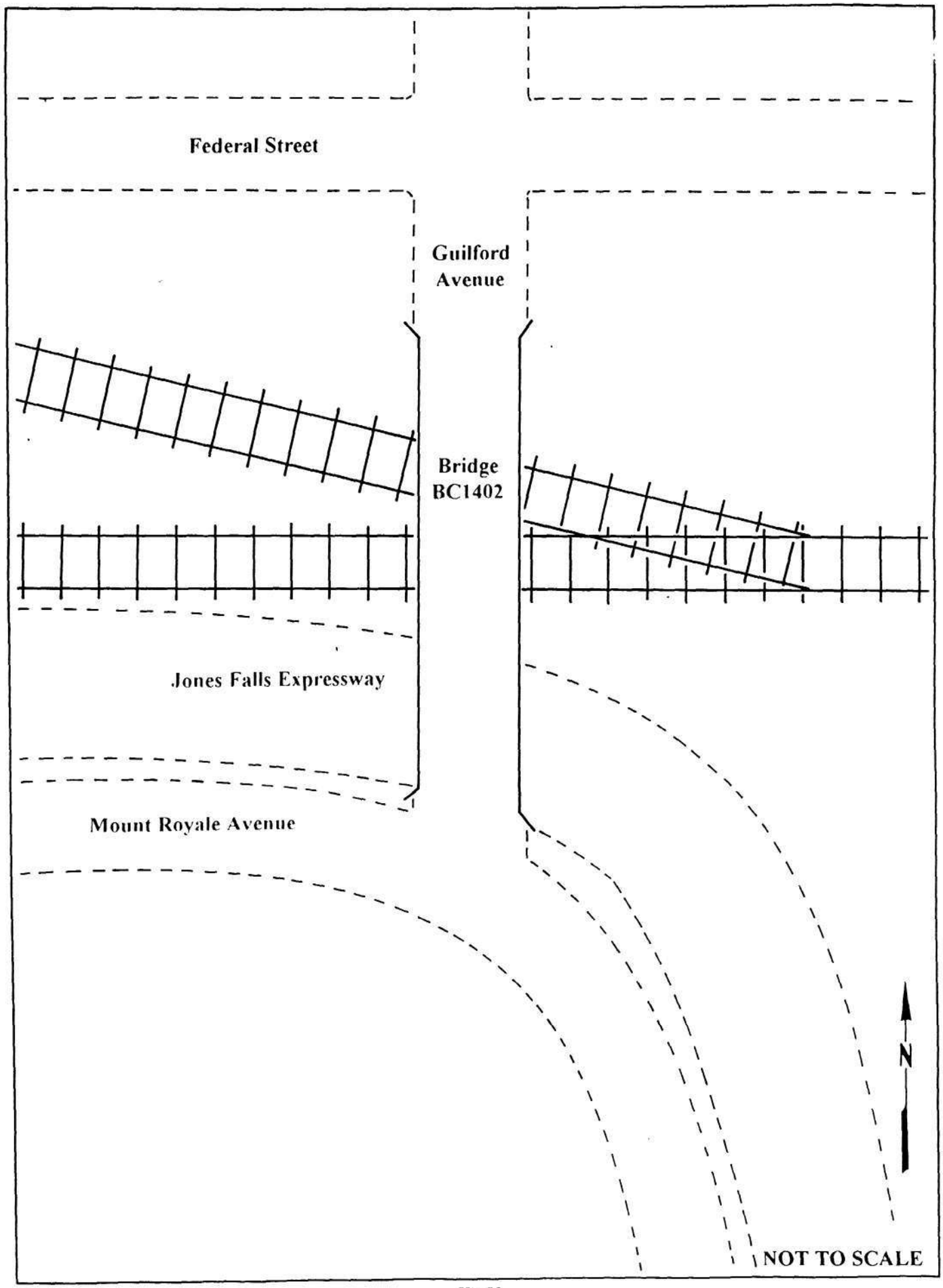
(Determined National Register eligible by Interagency Review Committee)

B-4528

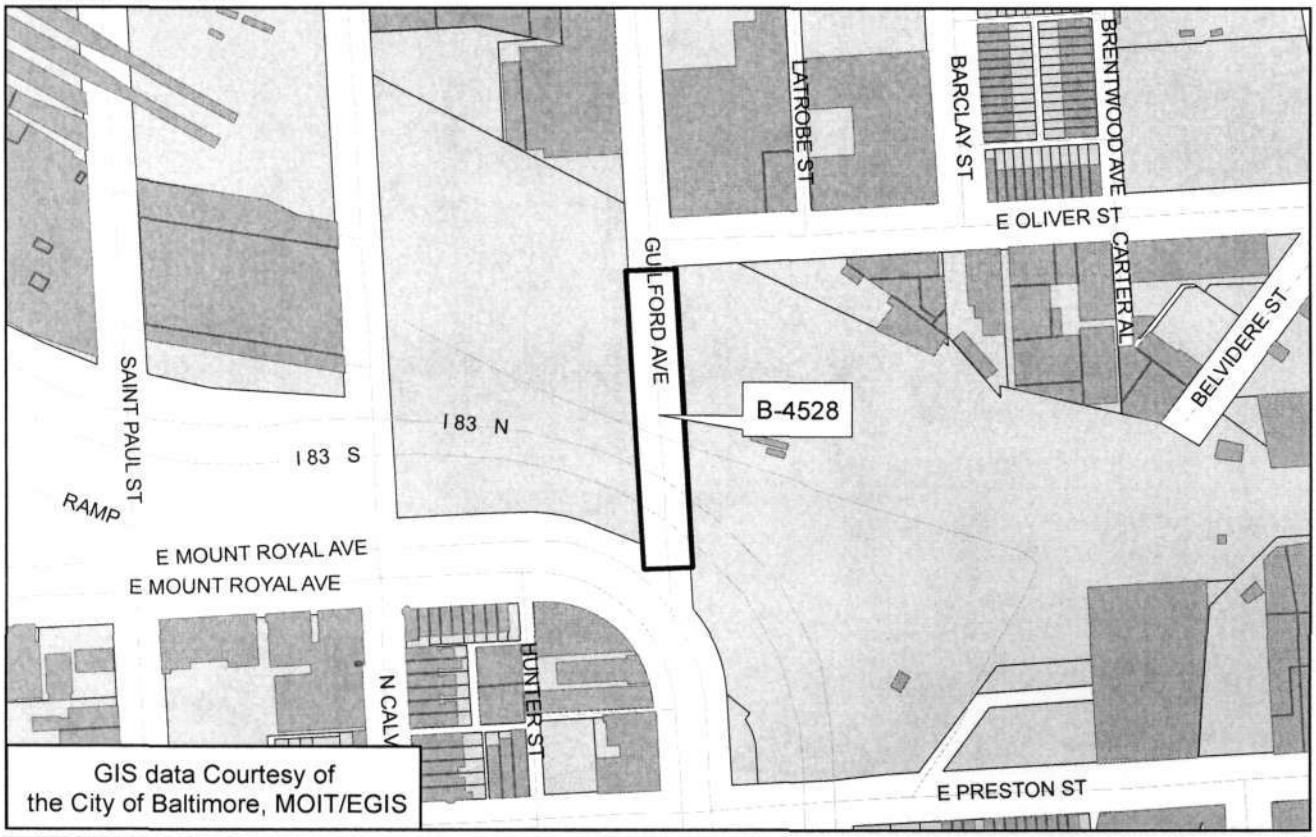


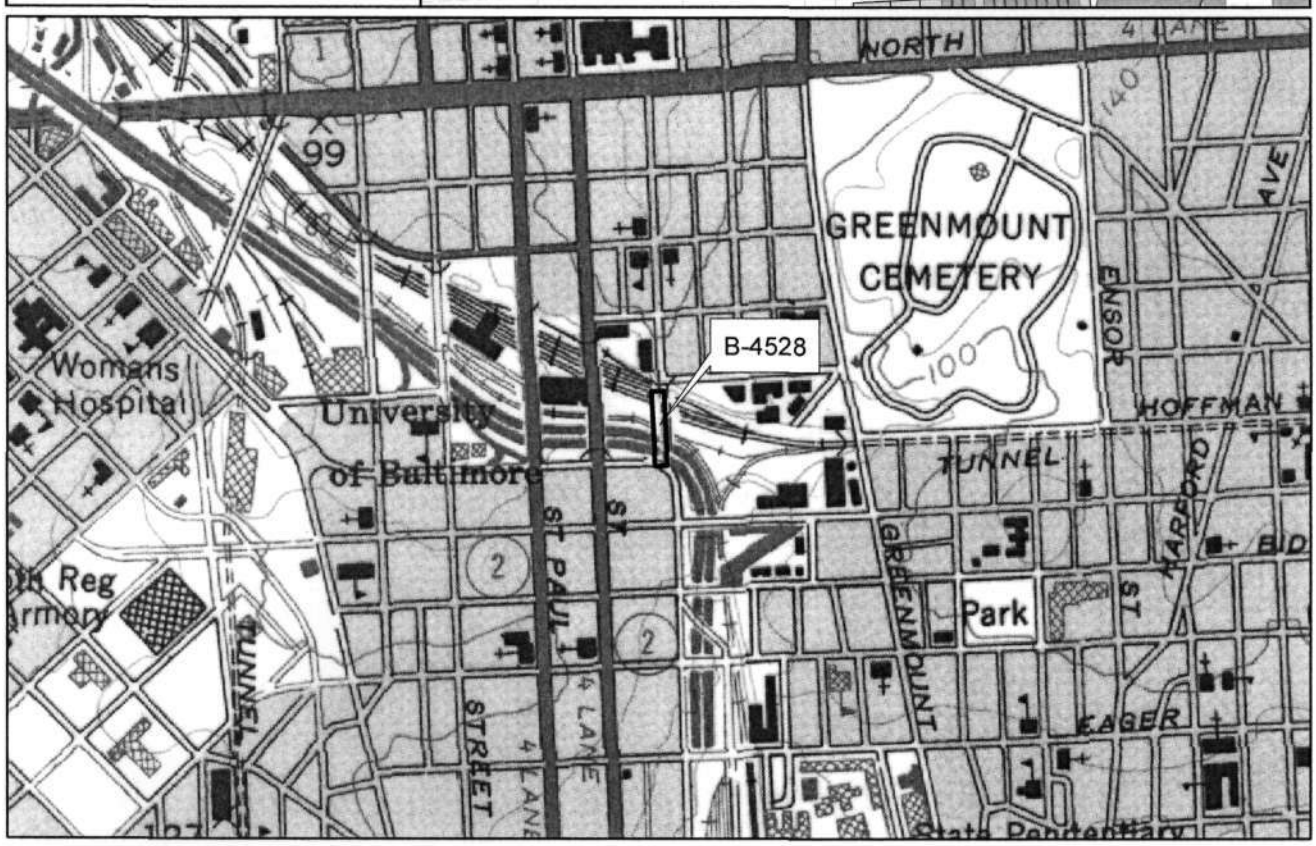
Scale 0 1000 2000 feet
0 0.5 kilometer

~~B-4~~ B-4528


Federal Street
Guilford Avenue
Bridge BC1402
Jones Falls Expressway
Mount Royale Avenue
N
NOT TO SCALE

B-4528
Guilford Avenue Bridge (BC1402)
Guilford Avenue over I-83 & Amtrak
Baltimore City
Baltimore East Quad





Inventory # B-4528
BC-
Name 1402-GUILFORD AVE OVER IS 83, AMTRAK
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description NORTH APPROACH

Number ~~1 of 34~~ 1 of 4

Inventory # B-4528

BC-

Name 1402-GUILFORD AVE OVER 1583, AMTRAK

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH

Number ~~8 of 31~~ 2 of 4

Inventory # B-4528
BC-
Name 1402-GUILFORD AVE OVER 1583, AMTRAK
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description EAST ELEVATION

Number ~~9 of 37~~ 3 of 4

Inventory # B-4528

BC-

Name 402 - GUILFORD AVE. OVER I583, AMTRAK

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description WEST ELEVATION

Number ~~10 of 37~~ 4 of 4